

GOULD BROTHERS WORKED TOGETHER

Frank Participated in Transactions With George, Attorney Says.

CHECK SIGNING SHARED

Loans to Railways and Fuel and Iron Company Explained in Court.

The argument in defense of George J. Gould, delivered on Tuesday by John B. Stanchfield in the course of the proceedings brought by Frank Gould and the Duchess de Talleyrand for the removal of George Gould as executor and trustee of his father's estate, had the support yesterday of another argument by William Wallace, Jr., personal attorney for Mr. Gould, and who, in the address phrase of his profession, has "slept with the facts and figures" for the last half dozen years.

Mr. Wallace is a member of the firm of Chadbourne, Habbitt & Wallace, who have represented George Gould ever since the death of Judge John F. Dillon, who was Jay Gould's advisor for years and who drew his will. The gist of the argument made to the Supreme Court yesterday was that Frank Gould is not the man to charge mismanagement against his brother, because he participated in most of the transactions of which he now complains and signed more than half the checks and other documents representative of the transactions. "I desire to call the court's attention," said Mr. Wallace at the opening of his argument, "to the fact that Frank Gould's charges are embodied here in an affidavit not made by himself but by his attorney, Walter B. Walker, on information and belief. Every other complaining affidavit supporting the one put in by Frank is made also on information and all of them by attorneys. There is no outright paper in the proceeding except the affidavits of the George Gould, which are sworn to by him personally. I don't question the sincerity of the other affiants, not even Mr. Walker, but in this case, since Frank Gould was his informant, I can say only that he has been 'pipe dreaming.'"

Mr. Wallace went on to say that when Frank's attorneys twice in the past year had been loaned to the Missouri Pacific and the Washburn railroad, to the International and Great Northern, to the Colorado Fuel and Iron Company, and the Manhattan Railway Company, they had neglected to tell the court that they had had in the past year in all these transactions and had signed commitments to the loans. And in regard to the affair known as the Blair-Wabash syndicate, he said, Frank had not only taken part, but had suggested to his brother that the estate back the syndicate with its funds.

"In the Colorado Fuel and Iron loan," declared Mr. Wallace, "we find his name on a check for \$1,474,142, representing estate funds. This was quite proper, for the estate, which was heavily interested in this company, had to come to the aid of the estate to receive it. But this check is only one of 1,460 checks against estate funds on which Frank's name appears. In the large issue of whether there has been lack of good faith and peril to the estate, of which he is a life tenant, he has no right to place before this court."

Mr. Wallace stated also that Frank's name appeared on the checks because George had felt it proper that he take an active part in estate management and had served notice on the banks where estate funds were kept that, although Frank was not an executor, the banks might honor checks and drafts drawn by him. The day's argument was concluded by the reading of a letter from Helen Gould Shepard to the Duchess de Talleyrand, which asked the Duchess to support to loans made to estate properties "because our father's desire in these matters" should prevail.

Mr. Wallace's argument consumed two hours and further argument in the proceeding will be heard to-day. Justice Whitaker told Mr. Wallace to take all the time he needed, because so much publicity had been given to the charges against George Gould that it was only fair that facts in his defense should be presented at any necessary length.

4 Trains Stalled in Harlem Tube. Four trains were stalled in the Harlem river subway tube early yesterday morning by three successive short circuits of the heavy direct current feeder cable supplying the Lenox avenue tube from the station at West 124th street. The last blowout was repaired at 3:30 A. M. All trains in the Bronx stopped after the first interruption of service. Smoke which filled the tubes considerably alarmed passengers on the stalled trains. They were moved out before the second blowout occurred.

1 to 7 Ton Capacity
4 Wheel and Rear Wheel Drive
\$2100 to \$5000

Commerce

Trucks
Blacks 1 and 1 1/2 ton with 16 ton overload capacity \$1500 & \$1595
Foster-Roskam Co., Inc.,
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1896 Broadway, New York City
Tel. Columbia 907
NEW JERSEY AND LONG ISLAND DEALERS WANTED

EXPORT MANAGER WANTED

by

Cement Export Company, Inc., recently organized for export trade under the Webb Act by cement manufacturers having a productive capacity of 14,000,000 barrels annually. Principal business will be with Latin-American countries. Applications giving experience, qualifications and references mailed to G. box 129 Sun.

EIGHT LOST; 2 SAVED AS 2 BARGES SINK

Women and Children Die in New England Disasters.

PORTSMOUTH, N. H., May 15.—Six persons, including the captain's wife and four children and the engineer, were drowned when the coal laden barge Nanticoke, owned by the Porter Transportation Company of New York, sank off the Isles of Shoals early to-day. Captain William Gray and Allen McDougall, a deck hand, were picked up by the coast guard at Rye Beach after they had drifted about in a small boat for several hours. They were the only survivors.

PLYMOUTH, MASS., May 15.—The loss of Captain Patrick O'Brien and his wife, Margaret, by the sinking of the barge White Band, was reported by the tug Colonel John F. Gaynor which put in here to-day. The tug with two barges bound from New York for Boston with coal was off here early to-day when the wind suddenly shifted to a sixty mile easterly gale that forced her to run for this harbor. In the rough sea the White Band, the second barge of the tow, went down three miles north of Brant Rock and it is supposed the captain and his wife were drowned in the cabin.

The forward barge, the A. Sydney Davidson, was awash when the tug captain, learning that something was wrong with his tow, turned back to investigate. William Hutchins of New Bedford, the only man on the Davidson was rescued by a line thrown him from the tug.

GIVES HALF HIS \$1,500,000.

Unidentified Donor Aids Methodist Centenary Fund.

A gift of \$750,000 to the centenary fund of the Methodist Church was announced yesterday, with the statement that the sum represented one-half of the fortune of the donor. His name was withheld.

"I want to this man and told him I wanted \$1,000,000," said George H. Fowler, treasurer of the fund. "How much do you think I have?" he asked. "I answered, 'a million and a half.' 'Right,' he said, 'and you have the nerve to ask me for two-thirds of it.' I took two hours explaining our whole world programme and at the end he said he would 'compromise' for \$750,000. He said it was the first time the church had attempted a really big thing in a businesslike way."

Mr. Gustavus F. Swift of Chicago has given \$50,000, and three anonymous gifts of \$25,000 have been received from Baltimore. Hsu, Shih-Chang, president of China, has contributed \$1,000 and Premier Ching \$500. The budget calls for expenditures of \$7,501,558 in China.

MEAT PRICE TO REMAIN HIGH.

U. S. Ownership Would Be Handicap, Livestock Leader Says.

PITTSBURGH, Pa., May 15.—Declaring it would be many years before the price of livestock reach the low level of before the war, W. B. Tagg of Omaha, Neb., president of the National Livestock Exchange, told delegates to the exchange's thirty-first annual convention, which opened here today, that government ownership of packing houses and stockyards "would be a serious handicap to the business."

The contributions to the Armenian and Syrian Relief Fund were \$370,764.53 for the week ending May 13, Cleveland H. Dodge, the treasurer, announced yesterday. Among the larger amounts were \$100,000 from the Los Angeles committee, \$35,420.85 from Philadelphia, \$25,000 from the Syracuse War Chest Association, and \$5,000 from the committee at Montclair, N. J.

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SMITH SIGNS BILL TO END ILLITERACY

Americanization Measure Has \$100,000 for Elementary Educational Work.

COURT HOUSE BOARD GOES

Convict Labor on Highways Approved—No Raise for Borough Heads.

Special Despatch to THE SUN.

ALBANY, May 15.—A bill designed to speed up the work of Americanization among aliens and the elimination of adult illiteracy in New York State was signed to-day by Gov. Smith, and he approved also a measure committing the State to a definite policy in regard to caring for mental delinquents and announced that the work will go ahead under the supervision of Col. Pearce Bailey, a specialist in nervous and mental diseases and a professor on these subjects in the College of Physicians and Surgeons at Columbia.

The Americanization bill appropriates \$100,000 for the work, to be done under the supervision of the Board of Regents. The State will be divided into fifteen zones, with a director in charge of each zone.

"It is proposed to use schools to the fullest extent possible and to bring into cooperation with the schools the factory, the shop, the business house and civic and patriotic organizations, so that every adult illiterate in the State may, so far as possible, be taught the elements of an education," says the Governor. "It is believed that under this plan adult illiteracy will, within a few years, be obliterated from this State."

350,000 Unable to Read.

The Governor says there are 600,000 persons in the State unable to speak English and upwards of 350,000 unable to read or write any language. The Governor also approved the bill abolishing the New York Court House Board and transferring its powers to the Board of Estimate. This does away with the \$5,000 a year job of Percy Michaelbacher, who is also secretary to Samuel Koenig, Republican leader of New York County.

Other measures approved were the Lusk bill providing for convict labor on the State highways; the bill appropriating \$35,000 for pay of military training instructors until the end of the present school year (this item was cut out of the appropriation bill by the Governor, but afterwards passed as a special bill); and the bill providing for what is known as the Great Western Gateway Schenectady, which is to be a million dollar bridge over the Mohawk.

The Governor vetoed the Carroll bill increasing from \$7,500 to \$10,000 a year the salaries of the borough presidents of Manhattan, The Bronx and Brooklyn, and from \$5,000 to \$10,000 the salaries of the borough presidents of Queens and Richmond.

Two Important Bills Lost.

Two important measures were vetoed by Governor Smith. One of them proposed a \$20,000,000 bond issue for highway construction, being designed to raise funds with which to meet Federal contributions for post road work. The Governor criticized the manner in which the referendum was drawn, declaring it should have been entitled "a bill to distribute and apportion highways to be improved as a matter of political patronage." He declared that the State has had experience in the distribution of bond issue funds according to the political influence of various county representatives in the Legislature, and says "The State cannot tolerate a repetition of the practice which existed from 1905 to 1912 in regard to highway routes."

Another bill vetoed was that authorizing the State Water Power Commission to investigate the cost to the State of the development of water power available at Niagara Falls and at Long Point on the Niagara River, and a bill to determine whether the State should develop the power or lease it for private development.

PERSONALLY," says the Governor.

"Personally," says the Governor, "I favor its development, its ownership and its control by the State itself, for the benefit of all the people. There are those who believe in its development by the State and its utilization by private interests through lease or purchase. I can see nothing which this bill can do except authorize the expenditure of more money and cause the waste of more time."

PICK FARMER JURY IN FORD LIBEL SUIT

Attorneys for Both Sides Ready to Begin Real Legal Battle To-day.

MAY RAISE VAST ISSUES

Action Against Chicago Paper May Involve Questions of War and Pacifism.

Special Despatch to THE SUN.

ANN ARBOR, Mich., May 15.—After four days questioning of talesmen and wrangling among the attorneys a jury was finally selected at 4:30 P. M. to-day in the \$1,000,000 libel suit brought by Henry Ford against the Chicago Tribune. To-morrow at 9 o'clock the real legal battle will begin, and at its finish a verdict will be rendered on whether or not it costs \$1,000,000 for a newspaper to call a man an anarchist.

The jury is composed entirely of farmers, three of them being on the retired list. The youngest man is 33, the oldest 69 years. They are: Charles Wheeler, 59; William Baker, 33; Thomas Nunneley, 41; Clinton Crout, 59; Henry B. Lasslett, 49; Fred Goff, 60; Albert Grambo, 49; Orvy Hullett, 44; Leonard Miesel, 40; John Rosen, 42; Leonard Garber, 44; Paul Puls, 42. The length of the trial now depends upon the range and scope which is allowed for admissible evidence under the ruling to be made by Judge James G. Tucker.

Many Issues at Stake.

So important to the case are these rulings that close observers are eagerly awaiting the day when it must be determined whether the evidence will be held down to the issues raised in the Chicago Tribune editorial headed "Ford is an Anarchist," or whether the testimony will include the vast issues of preparedness, national defense, war and pacifism.

The questioning of the jurors unveiled another wide range of evidence which may be included in the case. Alfred J. Murphy, attorney for Mr. Ford, asked a number of jurors whether they knew of the profit sharing plans of the Ford factories. The line of questioning seemed to suggest a possibility that the general policies of the Ford interests is their social and industrial relations may be dealt with in future testimony.

Mr. Ford was constantly mentioned in the questioning. He has been here under subpoena as a witness called by the Tribune and will appear on the witness stand. The calling of Mr. Ford brings in the possibility of many wide ranging discussions of the many things in which he has been active.

If Judge Tucker permits the admission of the testimony on preparedness, pacifism and all the related subjects, the trial will be remembered as a classic for publicists as well as for lawyers interested in the laws of libel.

The possibility that all the issues of patriotism and of humanitarianism involved in these themes may be subjected to court analysis is a condition which

SEAMAN IS RESCUED FROM BURNING Ledge House.

Michael White, 30, a seaman, was rescued from the fourth floor of a burning sailors' boarding house at 6 James Slip yesterday, by Patrolmen Guthermer and Smith of the Oak street station, and Francis Byrne, a Government employee.

The rescuers were unable to get to the fourth floor, but went to the hall window of the third. There Patrolman Smith stood on the window ledge, Patrolman Guthermer climbed up his back and Byrne acted as anchor. White slipped as he tried to get out of the window above, but was caught safely and passed by Guthermer to Smith and then to Byrne. All other tenants of the house escaped.

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PLATFORM RIDERS FREED.

Magistrate Says B. R. T. Arrests Are Outrageous.

Magistrate Reynolds in the Adams street court, Brooklyn, yesterday discharged eight men who had been arrested by special Agents of the Brooklyn Rapid Transit Company and charged with riding on the rear platform of a B. R. T. elevated train. Three others arrested on the same charge were released on suspended sentences.

The Magistrate told the B. R. T. detectives that the arrest was an "outrage," and said that it seemed to him that the men had been arrested "just because they tried to get off the train." Several of the prisoners said they had hurried to the rear platform to get off the train, as the stops at the Adams street station are very brief, and if they had tried to get out by way of the front end of the car they would have been carried on to the Sands street.

TO END GARMENT STRIKE.

Manufacturers Agree to Meet Committee.

The Cloak, Suit and Skirt Manufacturers Association agreed yesterday to meet a committee of striking garment workers to settle the walkout that has been on since Wednesday involving about 30,000 operatives. The decision was communicated to Benjamin Schlesinger, the strike leader, who said a meeting of the executive committee would be called to consider the proposal. Mr. Schlesinger previously had charged the manufacturers with bad faith in not meeting the workers' committee.

Magistrate Corrigan fined Mrs. Julia Pedrillo, 40 Chrystie street, \$25 for disorderly conduct in a garment shop in Thirty-third street. Mrs. Pedrillo said a woman she had never seen before began the row by hitting her on the nose.

OLD HORSE ENTERS COURT AS ACCUSER

Judge Looks, Then Fines Cruel Professor.

Special Despatch to THE SUN. THOMPSON, May 15.—Thump, thump, thump, the gavel on the desk of the presiding judge in the City Court here to-day, as the disturbed jurist demanded that the cannons going on outside in the corridor cease that he might concentrate upon the disposition of the case of Prof. Izzy Woolfing Baron, billed as an "equestrian unsurpassed" by the carnival which have to here a day or two ago.

Prof. Izzy was in bad with the Society for the Prevention of Cruelty to Animals because agents of the society were convinced that an old horse, as witness of the incident told them, had been badly beaten when he made a supreme effort to make his getaway from the carnival. Veterinarians came to court and vouched for the opinion that Prof. Izzy certainly could not have inflicted much damage upon the horse that attempted to escape from his equestrian capabilities. They had seen the horse, they testified, and knew whereof they spoke.

Thump, thump, thump, came the clatter again on the stairway and in the corridor, and then some one noticed that the accusing agents of the society were missing from the court room. A moment later the door to the court room, which is the second floor of the court house, swung open and an ancient specimen of the horse family lumbered in.

"Good night," sighed Professor Izzy, as the Judge's eyes drifted sadly down toward the horse, and he realized the cause of the thumping in the corridor. It had taken the agents nearly half an hour to push the horse up the stairs, but they succeeded. One look at the horse and Professor Izzy was stung by the Judge for a \$10 fine. Then the agents had the same trouble getting their evidence out of court.

SUFFRAGISTS GAIN VOTE.

Senator Keyes of New Hampshire Will Vote for Amendment.

WASHINGTON, May 15.—Prospect of adoption by Congress of the Susan B. Anthony woman suffrage resolution was bettered by receipt of information that Senator-elect Henry W. Keyes of New Hampshire, Republican, would vote for the measure.

It was learned that Mr. Keyes had sent a telegram to constituents announcing his intention to support the resolution and stating that he regarded New Hampshire as the pivotal State. His

Sluggish gasoline fails to vaporize completely.

It drops past its flying pistons. Lubricating oil is contaminated by fuel.

With Low grade gasoline 8 parts of air to 1 part of gasoline.

With Tydol 15 parts of air to 1 part of gasoline.

How to make 15 to 1 adjustment

Fill the gasoline tank with Tydol and warm up your engine. With the car standing still, the engine running, using the gasoline adjustment on the carburetor, gradually decrease the quantity of gasoline going through the bowl of the carburetor until the engine begins to slow down. Then increase the proportion of gasoline going through until you get a maximum engine speed, but not a fraction further.

With Tydol you will get approximately a 15 to 1 mixture (15 parts air to 1 part gasoline). The same procedure with low grade gasoline will decrease the proportions to about an 8 to 1 mixture (8 parts air to 1 part gasoline). This means low mileage and excess carbon deposits.

Tydol is made so you can use less fuel and more air.

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"The Signs of the Times are Electric Signs"



The electric sign, sometimes called "The Silent Salesman," is a most effective salesman by night and by day.

The extent to which electric signs are used by the successful business of the country, indicates something of their proven selling effectiveness.

No medium exists for more quickly and indelibly making an impression upon the intending purchaser.

Our sign men are "At Your Service" for special or standard designs, and the fullest information about their cost of erection and maintenance.

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At Your Service
General Offices: Irving Place and 15th Street
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where Electrical Appliances of all kinds are on display

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10 Irving Place corner 15th St.
124 West 42d St between B'way & 6th Ave.
555 Tremont Ave corner Monterey Ave

*Open Until Midnight
Night and Emergency Call: Farragut 3000

When gasoline causes engine troubles—

DOES your gasoline burn up clean? Sluggish gasoline does not! It leaves heavy carbon deposits. It condenses. It drops past the piston rings to contaminate the oil. It causes many engine troubles!

You know the results. Spark plugs fail quickly, knocks develop, your oil thins down. You use too much gasoline.

You don't need to use sluggish gasoline. Such fuel demands a rich, 8 to 1 mixture.

Fill up with Tydol, the

Economy Gasoline. Set your carburetor at 15 parts air to 1 part gasoline (see directions at right.)

Tydol vaporizes fast. Tydol gives rapid flame spread, white hot explosions, high compression. Tydol burns clean, yet gives fast pickup and hill-pulling power on the lean 15 to 1 mixture.

Because it burns clean, with a minimum of smoke, carbon and condensation, Tydol keeps down engine troubles. Yet Tydol costs no more than ordinary gasoline.

Look for the orange and black Tydol sign.

You cannot buy Tydol at cut rates without taking a chance on adulteration.

TIDE-WATER OIL COMPANY
11 Broadway, New York
TELEPHONE BOWLING GREEN 8000

VEEDOL

Veedol, the lubricant that resists heat, prevents the rapid formation of sediment in your oil and minimizes friction and wear.

90% of engine troubles are due to inferior oils. Veedol prevents these troubles.

Have the old oil cleaned out of your crankcase and fill it with Veedol. Sold by reliable dealers everywhere.

LOOK FOR THIS SIGN

TYDOL
ECONOMY GASOLINE